

FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS SERVICE

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> SDF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> LOUISVILLE	<u>STATE</u> KY		
<u>AIRPORT ELEVATION</u> 501	<u>TDZE</u> 464	<u>SUPERSEDED</u> ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 09/08/2022	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-RLI	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BRBON INT/I-RLI 21.79 DME/RADAR	IAF	RDBRD INT/I-RLI 17.37 DME/RADAR					350.40	4.41 (I-RLI)	5000
RDBRD INT/I-RLI 17.37 DME/RADAR		AWLEE INT/I-RLI 13.84 DME/RADAR					350.40	3.53 (I-RLI)	4000
AWLEE INT/I-RLI 13.84 DME/RADAR	IF	KNNOX INT/I-RLI 10.72 DME/RADAR					350.40	3.12 (I-RLI)	3000
KNNOX INT/I-RLI 10.72 DME/RADAR		CRDNL/I-RLI 7.75 DME/RADAR	PFAF				350.40	2.98 (I-RLI)	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.90 NM AFTER CRDNL/I-RLI 7.75 DME/RADAR OR AT I-RLI 1.84 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 240.40 AND IIU VORTAC R-279 TO DAMEN INT/IIU 24.48 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT AWLEE INT/I-RLI 13.84 DME/RADAR
- FAC: 350.40 FAF: CRDNL/I-RLI 7.75 DME/RADAR DIST FAF TO MAP: 5.90 DIST FAF TO THLD: 5.90
- MIN ALT: AWLEE INT/I-RLI 13.84 DME/RADAR 4000, KNNOX INT/I-RLI 10.72 DME/RADAR 3000, CRDNL/I-RLI 7.75 DME/RADAR 2400, BARRR/I-RLI 4.48 DME 1360
- DIST TO THLD FROM OM: MM: IM: 716.00 100 HAT: 773 150 HAT: 1727 GS ANT: 1120
- MIN GS INCPT: 2400 GS ALT AT PFAF: CRDNL/I-RLI 7.75 DME/RADAR 2400 OM: MM: IM: 619
- GS ANGLE: 3.00 34:1: 20:1: TCH: 59.1
- MSA FROM: IIU VORTAC 3600



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.
RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RA 154, RVR 1400, HAT 150, DA 614 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RA 99, RVR 1200, HAT 100, DA 564 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35L: CAT A, B, C, D, RVR 600
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART NOTE: CIRCLING RWY 11 NA AT NIGHT.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CHART PLANVIEW NOTE: ARRIVAL HOLDING NOT REQUIRED AT BRBON ON V5-513 NORTHBOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 35L CAT C/D VISIBILITY TO 1 3/4 SM.
CHART SPEED ICON IN PLANVIEW AT AWLEE: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT BRBON: HOLD S, RT, 008.43 INBOUND, 5000.

HOLD W, LT, 099.01 INBOUND.
CHART ARRIVAL HOLDING AT BRBON INT/I-RLI 21.79 DME/RADAR: HOLD S, RT, 008.43 INBOUND, 6000.
CHART FAS OBST: 849 TREE (21-022900) 380651N/0854345W.
CHART 920 TREE (21-079395) 380640N/0854250W.
CHART R3704 A AND B.
CHART VDP AT 3.60 DME.
DISTANCE VDP TO THLD 1.76 NM.
CHART MANDATORY 6000 AT BRBON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 900-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 35L	664	1800	200	664	1800	200	664	1800	200	664	1800	200			
S-LOC 35L	1100	2400	636	1100	2400	636	1100	1 3/8	636	1100	1 3/8	636			
CIRCLING	1100	1	599	1140	1	639	1160	1 3/4	659	1400	3	899			



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
SDF	ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	5	LOUISVILLE	KY

CHANGES - REASONS

- ADDED KNOX INT/I-RLI 10.72 DME/RADAR - REQUESTED BY ATC TO PROVIDE AN ADDITIONAL INTERMEDIATE STEPDOWN FIX AT OR ABOVE 3000 FOR A SMOOTHER DESCENT ON THE FINAL COURSE.
- ADDED LISSN INT/I-RLI 8.84 DME/RADAR - SERVES AS THE CAPTURE FIX AND INTERMEDIATE STEPDOWN FIX ON FINAL.
- STRAIGHT INITIAL CHANGED FROM BRBON-RDBRD TO BRBON-RDBRD-AWLEE -TO MATCH THE RNAV (RNP) Z RWY 35L.
- ADDED PBN INTERMEDIATE SEGMENTS AABEY-EBOCO-FANIE-GIGUE-LISSN (EAST OF FINAL) AND DPAUW-HONUS-IVALE-JOPRA-LISSN (WEST OF FINAL) - MIRRORS RNAV (RNP) RWY 35L PROCEDURE BUILD AND ALLOWS GREATER FLEXIBILITY FOR ATC AND INDUSTRY WHEN USING THE CONVENTIONAL APPROACH.
- MOVED PFAF CRDNL/I-RLI 7.75 DME/RADAR 6.5 FT SOUTHWEST - TARGETS CALCULATED PFAF LOCATION.
- MOVED FINAL STEPDOWN FIX BARRR/I-RLI 4.54 DME INWARD 388 FT - STEPDOWN FIX ALTITUDE LOWERED FROM 1380 TO 1360.
- STEPDOWN FIX BARRR DME DISTANCE CHANGED FROM 4.54 TO 4.48 - FIX MOVED CLOSER TO DME ANTENNA.
- CHANGED MISSED APPROACH INSTRUCTIONS FROM 'CLIMB TO 4000 ON HEADING 350.40, EXPECT RADAR VECTORS. (RADAR REQUIRED)' TO 'CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 240.40 AND IIU VORTAC R-279.01 TO DAMEN INT/IIU 24.48 DME AND HOLD' - TO ALIGN WITH THE RNAV (GPS) AND RNAV (RNP) MISSED APPROACHES AND OVERCOME IIU VORTAC NAVAID RESTRICTIONS FOR THE R-279 RADIAL.
- PROFILE LINE 2: CHANGED FROM 'PROFILE STARTS AT RDBRD' TO 'PROFILE STARTS AT LISSN INT/I-RLI 8.84 DME/RADAR' - LISSN ADDED AS NEW CAPTURE FIX COMMON TO ALL THREE INTERMEDIATE SEGMENTS PER 8260.19I PARA. 8-6-7B(3)(B).
- PROFILE LINE 4 CHANGED FROM 'RDBRD INT/I-RLI 17.37 DME/RADAR 5000, AWLEE INT/I-RLI 13.84 DME/RADAR 4000, CRDNL/I-RLI 7.75 DME/RADAR 2400, BARRR/I-RLI 4.54 DME 1380' TO 'LISSN INT/I-RLI 8.84 DME/RADAR 2500, CRDNL/I-RLI 7.75 DME/RADAR 2400, BARRR/I-RLI 4.48 DME 1360' - BASED ON CHANGES TO INITIAL, INTERMEDIATE FIXES, AND FINAL STEPDOWN FIXES.
- ADDED PBN REQUIREMENTS NOTE 'RNP APCH-GPS. FROM AABEY, OR DPAUW' - PER 8260.19I IMPLEMENTATION MEMO TABLE 'PBN REQUIREMENT NOTES FOR PBN TO ILS'.
- MAX 210 KIAS SPEED RESTRICTIONS CHARTED AT AABEY AND DPAUW, MAX 185 KIAS SPEED RESTRICTION CHARTED AT HONUS, AND MAX 180 KIAS SPEED RESTRICTION CHARTED AT JOPRA, GIGUE, AND AWLEE - REQUESTED BY ATC.
- ADDED MISSED HOLD PATTERN 'HOLD W, LT, 099.01 INBOUND' - PREVIOUSLY REMOVED DUE TO NAVAID RESTRICTIONS.
- ADDED MANDATORY ALTITUDES 6000 AT BRBON, AABEY, AND DPAUW AND 2500 AT LISSN - TRANSITION ALTITUDE FROM CONNECTING STARS AND CAPTURE FIX MANDATORY ALTITUDE PER 8260.58C APPENDIX C PARA.2B.
- INCREASED ARRIVAL HOLDING ALTITUDE FROM 5000 TO 6000 - DUE TO MANDATORY 6000 AT BRBON.
- CHANGED NOTE 'SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH' TO 'SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL - 'AND USE OF HUD TO DH' REMOVED FROM CRITERIA PER 8260.19I PARA. 8-6-11M(1) NOTE.
- CONVERTED IF RDBRD TO AN INITIAL SEGMENT STEPDOWN FIX AND DESIGNATED AWLEE AS THE NEW IF - REQUESTED BY ATC/FPT/PBN OFFICE AND MATCHES THE RNAV (RNP) Z RWY 35L.
- ADDED PROFILE NOTE 'SEE PLANVIEW FOR MULTIPLE IF LOCATIONS' - PER 8260.19I PARA. 8-6-7B(3)(B).

04/04/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/24/24.

- REMOVED RNAV TRANSITIONS AABEY-EBOCO-FANIE-GIGUE-LISSN AND DPAUW-HONUS-IVALE-JOPRA-LISSN AND ALL ASSOCIATED FIXES, MANDATORY ALTITUDES AND SPEED RESTRICTIONS - PER FLIGHT INSPECTION RECOMMENDATION TO REDUCE CLUTTER AND COMPLEXITY OF THE CHART.
- COMBINED KNOX-LISSN DISTANCE 1.88 AND LISSN-CRDNL DISTANCE 1.10 TO KNOX-CRDNL DISTANCE 1.98 - CAPTURE FIX LISSN REMOVED FROM APPROACH.
- PROFILE LINE 4: REMOVED 'LISSN INT/I-RLI 8.84 DME/RADAR 2500' AND ADDED 'AWLEE INT/I-RLI 13.84 DME/RADAR 4000, KNOX INT/I-RLI 10.72 DME/RADAR 3000' - CAPTURE FIX LISSN REMOVED FROM APPROACH AND INTERMEDIATE FIXES ADDED PER 8260-19I PARA. 8-6-7D.
- REMOVED PBN REQUIREMENTS NOTE 'RNP APCH-GPS. FROM AABEY, OR DPAUW. - NOT REQUIRED. ALL PBN TRANSITIONS REMOVED.
- CHANGED AWLEE SPEED RESTRICTION FROM MAX 180 KNOTS TO MAX 210 KNOTS - PER PBN/FPT TO ALLOW RADAR VECTORING TO AWLEE.



COORDINATED WITH:

A4A☒

ALPA☒

AOPA☒

APA☒

HAI☐

NBAA☒

OTHER: ZID, SDF APP CON, SDF ATCT, AMGR

FLIGHT CHECKED BY

JEFFREY ECKMAN

Digitally signed by

RAKE MCGRAW

Apr 26, 2024

OFFICE

FPO

DATE

04/24/2024

DEVELOPED BY

RALPH DUMAR

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Apr 09, 2024

OFFICE

AJV-A422

DATE

01/24/2024

APPROVED BY

DAVID DANNER

Digitally signed by

RAKE MCGRAW

Apr 26, 2024

OFFICE

AJV-A420

DATE

TITLE

MANAGER

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> SDF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	<u>AMDT NO.</u> 5	<u>CITY</u> LOUISVILLE	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 501	<u>FACILITY</u> I-RLI
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> BRBON INT/I-RLI 21.79 DME/RADAR	<u>TO</u> RDBRD INT/I-RLI 17.37 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 4.41	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-001848)	375246.00N/0854303.00W	1376	20	3	1A	1000				AT2624	5000
TERRAIN	375139.00N/0854033.00W	964 (1000)								AS1500	2500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

<u>FROM</u> RDBRD INT/I-RLI 17.37 DME/RADAR	<u>TO</u> AWLEE INT/I-RLI 13.84 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 3.53	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (21-001848)	375246.00N/0854303.00W	1376	20	3	1A	1000				AT1624	4000
TERRAIN	375451.00N/0853833.00W	885 (900)								AS1500	2400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

QUALITY
34
CHECKED

INTERMEDIATE

FROM

AWLEE INT/I-RLI 13.84 DME/RADAR

TO

KNNOX INT/I-RLI 10.72 DME/RADAR

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
	3.12										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	375754.00N/0853748.00W	1047	215	8	4B	500				AT1453	3000
TERRAIN	380045.00N/0854209.00W	715 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

KNNOX INT/I-RLI 10.72 DME/RADAR

TO

CRDNL/I-RLI 7.75 DME/RADAR

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
	2.98										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	380254.00N/0854333.00W	1004	215	8	4B	500				AT896	2400
TERRAIN	380254.00N/0854333.00W	803 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

CRDNL/I-RLI 7.75 DME/RADAR

TO

RW35L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		5.90		DA			200					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				664

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM

CRDNL/I-RLI 7.75 DME/RADAR

TO

RW35L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.90		DA			150				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				614

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS CAT II

FROM

CRDNL/I-RLI 7.75 DME/RADAR

TO

RW35L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.90		DA				100				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				564

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

CRDNL/I-RLI 7.75 DME/RADAR

TO

BARRR/I-RLI 4.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.27										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	380530.00N/0854251.00W	1099	215	8	4B	250					1360

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

BARRR/I-RLI 4.48 DME

TO

5.90 NM AFTER CRDNL/I-RLI 7.75 DME/RADAR OR
AT I-RLI 1.84 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.64		5.90 NM AFTER CRDNL/I-RLI 7.75 DME/RADAR OR AT I-RLI 1.84 DME	636	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (21-022900)	380650.75N/0854344.87W	849	20	3	1A	250					1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

DAMEN INT/IIU 24.48 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					493

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS SA CAT I

FROM

DA

TO

DAMEN INT/IIU 24.48 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS CAT II

FROM

DA

TO

DAMEN INT/IIU 24.48 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

5.90 NM AFTER CRDNL/I-RLI 7.75 DME/RADAR OR
AT I-RLI 1.84 DME

TO

DAMEN INT/IIU 24.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							850				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
ATCT (21-001527)	380932.61N/0854348.30W	1.30	599	740	20	3	1A	300		SI	1100
CATEGORY B											
TREE (21-027815)	380923.15N/0854620.39W	1.82	639	834	20	10	1B	300			1140
CATEGORY C											
TREE (21-022900)	380650.75N/0854344.87W	2.86	659	849	20	3	1A	300			1160
CATEGORY D											
AAO	380615.00N/0854233.00W	3.74	899	1096	215	8	4B	300			1400

CIRCLING REMARKS:

MSA

CENTER

IIU VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (21-001039)	382723.00N/0852528.00W	045	23.2	2548	500	50	5D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT ASSUMED TREE HEIGHT USED PER EASTERN FPT.

ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SDF TOWER, SDF APP CON, ZID ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> SDF	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SDF	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

<u>PRIMARY NAVAID</u> I-RLI	<u>MONITOR POINT</u> ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW11 - HIRL, PAPI-4L	BSC-G	ROLL OUT
RW17L - MALSR, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - MALSR, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW29 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH
RW35L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 461.4	<u>TCH</u> 59.1	<u>ELEV GS ANTENNA</u> 457.8	<u>DISTANCE FROM RWY</u> 1120	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 74.8
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1040
ON CENTERLINE	☒	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 11
20:1	
531 TREE (21-054293) 381054.5800N/0854501.9700W (11.14)	543 TREE (21-054298) 381053.6300N/0854506.3100W (8.71)



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SDF	ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	5	LOUISVILLE	KY	501	I-RLI
531 TREE (21-022938) 381054.9900N/0854502.7500W (7.49)			521 TREE (21-054295) 381053.1700N/0854502.2000W (2.85)			
530 TREE (21-054922) 381054.0400N/0854504.5500W (1.52)			507 TREE (21-035559) 381049.4100N/0854501.0200W (0.1)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 920 TREE (21-079395) 380639.94N/0854249.72W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	4.33
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.15
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	345.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.90
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.49
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	345.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	380929.40N/0854421.37W
ARP COORDINATES	381026.71N/0854411.38W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35L DISTANCE 1.12 NM
FAF COORDINATES	380346.33N/0854228.35W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 1040FT, ACTUAL COORDINATES: 380919.45N/0854418.09W



<u>AIRPORT ID</u> SDF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L ILS RWY 35L (SA CAT I) ILS RWY 35L (CAT II) ILS RWY 35L (CAT III)	<u>AMDT NO.</u> 5	<u>CITY</u> LOUISVILLE	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 501	<u>FACILITY</u> I-RLI
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PART E: PREPARED BY

<u>NAME</u> RALPH DUMAR	<u>OFFICE</u> AJV-A422	<u>DATE</u> 01/24/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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